

**Transcript of
April 15, 2004
Public Hearing**

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1 PUBLIC HEARING ON THE STUDY BY THE
2 CALIFORNIA HIGH-SPEED RAIL AUTHORITY ENTITLED
3 "DRAFT PROGRAM EIR/EIS FOR THE PROPOSED
4 CALIFORNIA HIGH-SPEED TRAIN SYSTEM"
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8 SAN FRANCISCO, CALIFORNIA

9 Thursday, April 15, 2004
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22 Reported by: HEIDI BELTON, RPR
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1 CHAIRMAN PETRILLO: The meeting is called to
2 order. First I'd like to welcome all of you to the
3 California High-Speed Rail Authority's public hearing on
4 the draft program Environmental Impact Report and
5 Environmental Impact Statement for the proposed
6 California high-speed train system. This part of the
7 environmental process to me is maybe the most important.
8 Many years ago I -- I was with the legislature assisting
9 in writing the section dealing with public comment and
10 the activities of the Authority in this process. And
11 basically the way the process works is that the public
12 agency usually retains consultants who they believe to
13 be the best and the brightest in analyzing the
14 environmental impacts of the project. But if the best
15 and the brightest were always absolutely right and
16 always full of wisdom, we would have no wars and
17 probably be living in paradise. So the legislature felt
18 it was essential as part of this to submit to the public
19 the draft, the administrative draft, so that everyone
20 can look at it that has an interest, comment on it, tell
21 the decision makers and the consultants where you like
22 it, where you don't, what's wrong with it, and assist
23 all of us in refining the document so that after the
24 consultants have a chance to review all of these
25 comments, they're required to respond to them, analyze

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1 them, and then produce a document that would be
2 submitted to us -- the Authority board and members --
3 for their adoption.

4 This afternoon's hearing is one in a series
5 being conducted throughout the state to receive public
6 agency input on the draft environmental document. And I
7 should point out that we originally had five hearings,
8 but because of a number of comments and concern, we've
9 extended the hearings to two more hearings: On May 26
10 in San Jose, and on June 23 in Los Angeles. And those
11 hearings will begin at 1:00 o'clock.

12 We have also extended the comment period until
13 the end of August again because of the comments that we
14 had received earlier; that people needed some additional
15 time to analyze a document of this size and complexity.
16 And so in an effort to make sure that everyone has
17 adequate time to give us their thoughts, we've extended
18 the time until the end of August.

19 For the hearing today I have a few ground
20 rules we'll comply with. I will be calling your name
21 one at a time. And in some instances I may be calling
22 more than one speaker -- that is, in a row -- so that
23 you can -- the subsequent speakers can be -- prepare
24 themselves and be prepared to speak at the microphone
25 when the first speaker finishes.

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1 You will proceed to this podium where you'll
2 make your comments to us. The comments -- all the
3 comments and everything occurring today at the hearing
4 will be taken down by the court reporter here. Because
5 those comments also go to the consultants as part of the
6 comment period for their analysis.

7 Please, when you get up here, state your name
8 and affiliation before you make your comments and try to
9 be as clear as possible so that the court reporter can
10 get that down.

11 To accommodate all speakers in the time frame
12 provided, we will request that you limit your testimony
13 to three minutes. And I will be reminding speakers when
14 they go over that time.

15 Finally, we encourage -- and it's very, very
16 important that you put your comments wherever possible
17 in writing. Written comments may be turned in tonight
18 or may be mailed to the address indicated or e-mailed to
19 the High-Speed Rail Authority so that those comments can
20 get into the process of review.

21 All comments -- the response to all comments
22 will be included in the final environmental document
23 which will be prepared after -- we will begin to work on
24 that after the comment period closes.

25 Again, the purpose of this hearing is to hear
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1 from you, not from us. We will not be responding to the
2 comments we hear tonight, but we'll be listening
3 carefully so as to understand your assessment of the
4 environmental document and the information contained in
5 it? For anyone that wants to speak, you should fill out

6 a speaker card, which are available for you outside. So
7 if you forgot to do that, please do so.

8 I will begin calling the speakers now.

PH-SF001

9 The first speaker is speaking on behalf of
10 Assemblyman Leland Lee, Mr. David Burruto.

11 MR. BURRUTO: To repeat, David Burruto, on
12 behalf of Speaker Pro Tem Leland Lee. Assemblyman Lee
13 couldn't be here today.

14 "Chairman Petrillo, I am writing to you to
15 express my support for the construction of a high-speed
16 train system to serve the transit needs of the state of
17 California. The Draft EIR/EIS demonstrates clearly that
18 a high-speed train system is both a sound investment and
19 a viable course of action to improve the transit
20 infrastructure in the state.

21 "At present, existing transportation systems
22 cannot cope with current demand. However, to adequately
23 meet the state's growing needs, thousands of miles of
24 highway would have to be added and airport capacity
25 increased at an unprecedented fiscal and environmental

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1 cost to the state.

2 "In contrast, a high-speed train system would
3 add capacity to transport both people and goods, improve
4 mobility, and simultaneously protect the environment
5 through a range of direct and indirect benefits. A
6 high-speed train system is a necessary improvement for
7 California but also an efficient alternative to
8 traditional and costly transportation infrastructure.
9 Again, I affirm my support for this project as the best
10 transportation investment alternative of the state of
11 California.

12 "Leland Yee."

13 CHAIRMAN PETRILLO: Thank you very much.

14 The next speaker --

15 MR. BARUTTO: May I turn this in (indicating)?

16 CHAIRMAN PETRILLO: Yes. Please give that to
17 the court reporter.

18 The next speaker is Eugene Skoropowski,
19 Managing Director of the Capitol Corridor.

PH-SF002

20 MR. SKOROPOWSKI: I'm Eugene Skoropowski. I'm
21 the managing director of the Capitol Corridor Joint
22 Powers Authority and also bear a few scars from years as
23 head of the Florida high-speed rail project. I've taken
24 a great interest in the work that's been done here.

25 The CCJPA is pleased to be given the

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1 opportunity to comment and work to date on this
2 high-speed rail program. First, the CCJPA supports the
3 California High-Speed Rail Authority's statement of
4 purpose and needs for such a system in California. It
5 especially endorses the ability of the high-speed rail
6 system to connect with the various other existing
7 transportation systems that the state has made and
8 investigated.

9 Secondly, the CCJPA recognizes that the
10 alignment of the East Bay high-speed rail tracks will

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11 require coordinated planning, engineering, environmental
12 documentation and construction with the CCJPA. And we
13 welcome the opportunity to participate in that process.

14 Third, the CCJPA looks forward to the
15 development of an intermodal connection between the
16 Capitol Corridor trains and the high-speed trains at key
17 transfer terminals such as San Jose, Oakland, and
18 Sacramento.

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19 Four, the CCJPA remains committed to working
20 with the California High-Speed Rail Authority staff in
21 the future to both support and develop solutions to the
22 challenges that will be faced in implementing the
23 high-speed rail service in the Bay Area as well as in
24 Sacramento.

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25 We do have two specific comments with regard

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1 to this:

2 First, that mitigation be included in any
3 subsequent environmental documents that would indicate
4 that the California High-Speed Rail Authority will work
5 with the affected rail entities to minimize negative
6 service impacts to the existing rail systems during
7 construction and the operational phases of the
8 High-Speed Rail system;

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9 And, second, that the impact of the proposed
10 joint use of tracks for parallel rights of way with the
11 Capital Corridor trains needs to be further evaluated
12 with respect to the average train speeds in those shared
13 or parallel corridors.

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14 The contents of this statement will be before
15 the CCJPA board for formal adoption at our next
16 regularly scheduled meeting which is this coming
17 Wednesday, April 21. And that, upon adoption by the
18 board, will be formally transmitted.

19 I will submit these comments in writing. And
20 I thank you for the opportunity to comment on your work
21 today.

22 CHAIRMAN PETRILLO: Thank you very much for
23 your comments.

24 MR. DIRIDON: Mr. Chairman, may I make a
25 comment?

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1 CHAIRMAN PETRILLO: Go ahead.

2 MR. DIRIDON: I've known Mr. Skoropowski for a
3 lot of years. We've been associated through national
4 transportation politics. And he is one of the truly
5 fine rail system managers in the United States and in
6 the world. He, with his drive of personality and his
7 skill and his charisma, has made the Capitol train the
8 showcase of commuter trains in the nation. And I just
9 wanted to say that in compliment to Gene.

10 MR. SKOROPOWSKI: Thank you very much.

11 CHAIRMAN PETRILLO: Thank you.

12 The next speaker is Shamus Murphy, who is
13 representing San Mateo County Supervisor Mike Nevin and
14 the San Mateo County Labor Council.

PH-SF003

15 MR. MURPHY: Thank you, Mr. Chair. I want to

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16 read a statement from Supervisor Nevin.
17 "On behalf of the 707,000 San Mateo County
18 residents, I want to thank you for inviting the public
19 to participate and comment on this historic project.
20 According to estimates, California will be expected to
21 accommodate 11 million new residents over the next 15
22 years, placing significant demands on our transportation
23 infrastructure. Economically and environmentally
24 high-speed rail stands poised as the best way to satisfy
25 those demands. As you are aware, meeting these

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1 challenges requires nothing short of the most careful
2 and accurate analysis of all the factors involved, and I
3 want to congratulate you on doing just that, by
4 preparing and submitting and extremely thorough draft
5 EIR/EIS. I have attached a resolution approved
6 unanimously by the San Mateo County Board of Supervisors
7 commending you for your efforts.

8 "With regard to the EIR/EIS, I want to express
9 my firm support of the Authority's conclusion to use one
10 of two southern alignments into the Bay Area and to
11 eliminate the Altamont Pass alternative from further
12 consideration.

13 "An Altamont Pass alignment would require a
14 new bay crossing that would cost more than \$1 billion to
15 build and require infilling of the bay, creating
16 significant impacts on sensitive wetlands within the
17 National Wildlife Refuge. In addition, this alignment
18 would necessitate a three-way split with the rail line
19 at Union City which would reduce train frequencies,
20 translating into lower ridership, lost revenue, and
21 increased operating costs for a system that would be
22 operationally self-sufficient if built as proposed.

23 The suggested southern approach would offer
24 faster travel times and is congruent with many of
25 Caltrain's long-term goals, including electrification

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1 and grade separation along the existing corridor.

2 "The Authority has already thoroughly studied
3 the Altamont alternative and has found it to be
4 environmentally unsound and operationally inefficient.
5 Further consideration of this approach will not increase
6 its viability; therefore, I offer my strong support for
7 the Authority's recommended alignment."

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8 CHAIRMAN PETRILLO: Thank you very much.

9 MR. MURPHY: And the next statement is from
10 Shelley Kessler, San Mateo County Central Labor Council.

11 "Thank you for the opportunity to comment on
12 the draft program EIR/EIS for a high-speed rail system
13 in California.

14 "Building a high-speed rail system in
15 California builds jobs and California's economy while
16 addressing our growing transportation crisis. Building
17 a viable train system will generate 450,000 new jobs,
18 construction, as well as permanent, ongoing, stable
19 employment. These jobs are sorely needed in California
20 and the Bay Area.

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21 "High-speed trains will increase efficiency
 22 and integrate local transit -- linking roads, highways,
 23 and airports -- helping people get to their jobs and
 24 home to their families.

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25 "As California grows, these 220-mile per hour
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 1 trains will offer new choices for point-to-point travel
 2 for millions of travelers. Underserved areas the length
 3 of the state can now be connected and share in
 4 California's rebirth as a national and international
 5 leader in business, labor, and commerce. Forecasters
 6 predict increased car travel congesting our highways
 7 with longer and longer travel times. High-speed rail
 8 can help ease these demands on our overloaded roads.

9 "Finally, connections to existing airports and
 10 transit terminals such as the Transbay terminal,
 11 San Francisco and San Jose International Airports, allow
 12 transit riders choices and convenience never before
 13 imagined. Multi-mobile train stations connecting
 14 SamTrans, BART, and high-speed rails will be creating
 15 economic engines for our local economies.

PH-SF004-2

16 "California must remain competitive so that
 17 our quality of life and jobs can be preserved.
 18 Investment in infrastructure and transportation is an
 19 indicator of economic health. Our state's growing
 20 population and workforce rely on safe, fast, affordable
 21 transportation.

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22 "On behalf of the San Mateo County Labor
 23 Council, I'm pleased to promote a new era of
 24 transportation. This is a major step towards a
 25 monumental transportation project that will not just

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 1 uplift the Bay Area but California as well, protecting
 2 our jobs, livelihood, social vitality, and quality of
 3 life."

4 Thanks.

5 CHAIRMAN PETRILLO: Thank you very much.

6 Ian MacAvoy.

7 MR. MacAVOY: Good afternoon. My name is Ian
 8 MacAvoy. I'm the chief development officer representing
 9 San Mateo County Transit District and the Peninsula
 10 Joint Powers Board.

11 Caltrans, both SamTrans and Caltrain, fully
 12 support the high-speed rail concept. We were also very
 13 instrumental working with other interests in the passage
 14 of SB 8956 and will continue to monitor potential
 15 legislation to ensure that our vision of a joint use
 16 corridor of a Caltrain Corridor is a vision of the
 17 future. In this note the Caltrain high-speed corridor
 18 concept is included in our draft strategic plan which is
 19 projected to be adopted by the Joint Powers Board in
 20 early June. This is the build-out option that we've
 21 identified.

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22 Also, we have entered into a memorandum of
 23 understanding, an MOU, with the High-Speed Rail
 24 Authority to ensure continual support and communication
 25 between our agencies within our common goals.

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1 And finally, we will provide some more
2 detailed written comments specifically on the report in
3 writing to you and to your staff hopefully within the
4 next couple of days. And on behalf of our agencies, we
5 appreciate this opportunity to be here to testify.

6 CHAIMAN PETRILLO: Thank you very much. We
7 look forward to your comments, and we appreciate your
8 support.

PH-SF006

9 Mr. Lee Blitch, Executive Director of the
10 San Francisco Chamber of Commerce.

11 MR. BLITCH: Thank you, Mr. Chair.

12 I'm wearing three hats today: I'm president
13 and COO of the San Francisco chamber; I'm also
14 representing the Center for Economic Development, which
15 is housed in the chamber; and I also am chair of the
16 Committee For a Better SFO. And then struck out on
17 number three. Our runways are our current endeavor,
18 which we probably won't get the expansion we need to fix
19 the airport. I think this is a great alternative to
20 reload all of those shuttle flights between
21 San Francisco and Los Angeles. It's critical that we
22 get this project up and going as quickly as possible.
23 The governor has said he has three priorities: Jobs,
24 jobs, and jobs. That's what we have here. A way out of
25 our economic mess in our state is job creation. The

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1 jobs we have targeted that come into San Francisco and
2 the Bay Area are clearly biotech. And when you think of
3 everything that's going on in San Diego -- the UC
4 California there -- the UCSF potential here -- with our
5 new campus we're building -- linking San Diego and
6 San Francisco is critical to what we're looking to build
7 this state.

8 Secondly, as we look to grow the media
9 presence in San Francisco with Lucas moving in here,
10 that link with San Francisco and LA is critical to this
11 state. We're not going to have manufacturing here.
12 We're not going to have service industries. We have to
13 be realistic about what we can attract.

14 What we also have in San Francisco clearly is
15 the financial services -- the venture capitalists, and
16 those things -- which are critical. And linking LA,
17 San Jose, San Francisco, and San Diego is critical. And
18 we feel that the economic engine of this state is what's
19 going to be driving us in the next century as we move
20 forward.

21 I commend the work that's been done on the
22 EIR. We certainly have been in the planning stages here
23 in San Francisco. Our Transbay terminal will be ready
24 when high-speed rail gets here at great expense. And
25 all that has been predicated on high-speed rail coming

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1 into San Francisco. We commend you and the staff for
2 the great work you've done, and we will be there to
3 hopefully get this on the November ballot and push this
4 thing in.

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5 Thank you.

6 CHAIMAN PETRILLO: Thank you very much for
7 those comments.

8 The next speaker is Maria Ayerdi, representing
9 the Transbay Joint Powers Authority.

10 MS. AYERDI: Good afternoon. My name is Maria
11 Ayerdi, and I'm the executive director of the Transbay
12 Joint Powers Authority. On behalf of the Authority, I
13 would like to first start off by commending Medhi and
14 Jack for the very good work in completing the program
15 EIS/EIR, as well as the board of directors sitting here
16 today. I would also like to thank you for the
17 opportunity to comment.

18 We will be submitting written observations
19 separately, but for today I would like to comment that
20 we strongly support high-speed rail becoming a reality
21 in California and strongly support and endorse the
22 high-speed passenger trains coming directly into
23 San Francisco and terminating at the new Transbay
24 terminal station at First and Mission Streets.

25 As you know, our mission is to design, build,
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1 and operate the new Transbay terminal and Caltrain
2 downtown extension project. We have come a long way
3 since the first modern study of the Transbay terminal
4 took place in 1967. For the last 37 years the region
5 has studied and debated the fate of the Transbay
6 station. We just unveiled our final environmental
7 document on March 18 and are now closer than ever to
8 building a new landmark intermodal bus and rail station
9 that will connect the entire Bay Area and the state of
10 California. The new station will be designed to
11 accommodate Caltrain and future high-speed passenger
12 rail operations. It will serve buses from the East Bay,
13 Marin, San Mateo, San Francisco, Greyhound, paratransit,
14 and others.

15 Because of the Transbay project, the
16 San Francisco Redevelopment Agency will be able to build
17 a bustling and new and lively neighborhood with 3,400
18 residential units where people will be able to live,
19 work, and play.

20 The reason that the transcontinental railroad
21 was built in this country was because of an
22 unprecedented feat of not only engineering skill but of
23 vision and courage. You commissioners must possess the
24 same encouragement and enlightenment that brought the
25 transcontinental railroad to our country in order to
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1 build high-speed rail in California.

2 The Transbay Joint Powers Authority stands
3 ready to help you in this worthwhile endeavor, but we
4 must work together. By the time you commence your
5 campaign for high-speed rail, we plan to have the
6 architectural design of the new Transbay station in the
7 public realm to help you deliver high-speed rail to the
8 San Francisco Bay Area and the people of the state of
9 California. With a landmark train station designed to

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10 accommodate high-speed passenger trains like the great
11 stations in Europe and Asia in the heart of one of the
12 core urban cities in California, your program for
13 high-speed rail will be better poised to win public
14 support.

15 We look forward to our continued close and
16 cooperative working relationship on the Transbay
17 terminal and the high-speed rail program. We conclude
18 by offering to present to the Authority board our
19 PowerPoint presentation on our joint projects any time.

20 Thank you very much.

21 CHAIMAN PETRILLO: Thank you very much.

22 And just personally, you've been working on
23 the Transbay terminal for a while and know that it's, to
24 me, one of the most wonderful projects I've seen in a
25 long time. And you should be congratulated for all your

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1 hard work in bringing it along this far.

2 MS. AYERDI: Thank you, Mr. Chair.

3 CHAIMAN PETRILLO: Shanna O'Hare, representing
4 the City of Oakland.

5 MS. O'HARE: Chairman Petrillo, let me
6 apologize. My name is not pronounced as it is spelled.
7 And it is spelled S-H-A-N-N-A -- pronounced Shanna --
8 O'Hare.

9 Thank you for the opportunity to address you
10 today. First of all, I would really like to commend the
11 Authority -- initially under the leadership of former
12 Chairman Diridon and now you, Mr. Petrillo -- for
13 staying the course. And by that I mean sticking with us
14 in Oakland and with the City of Oakland Public Works
15 Agency. And we have followed the development of this
16 project for many years now, and from the start we asked
17 that you always consider the City of Oakland as a
18 terminus for entering into the San Francisco Bay Area.

19 We recognize that one of the initial reasons
20 for this particular location coming into San Francisco
21 was that's what the politics were that were driving
22 this. But we also felt that in order to get a broad,
23 statewide appeal for high-speed rail, we really needed
24 to have excellent service in the East Bay. So we really
25 do thank you for your courage in sticking by us and

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1 always on the map showing two terminus points within the
2 Bay Area.

3 With regard to that, I would like to strongly
4 encourage you to reconsider -- as you move to this next
5 phase of the environmental work, to consider continued
6 consideration of both terminus options within the city
7 of Oakland: Those are the downtown city center -- near
8 our City Center BART station; and west Oakland, near our
9 west Oakland BART station.

10 Downtown city center has seen phenomenal
11 growth in the last five years. At a time when
12 California's economy has been dropping, we brought 300
13 new businesses into Oakland, many of them downtown;
14 10,000 new jobs; we're getting close to delivering

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15 10,000 new housing units under the leadership of our
16 mayor.

17 In west Oakland we have a great deal of
18 transit-oriented development being done near that
19 station. And we also have an opportunity for an
20 excellent connection with Amtrak.

21 We further hope that at some point -- and I
22 don't know if it will happen in my lifetime -- that
23 we'll see high-speed rail going directly through Oakland
24 up the I-80 corridor into Sacramento. We see this as
25 the quickest way for our East Bay residents to reach
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1 that corridor, which, by the way, is consistently the
2 most congested in the greater Bay Area. MTC's most
3 recent report once again shows I-80 is the most
4 congested corridor in terms of traffic. So clearly

5 there's a huge demand for travel in that area, and we
6 think high-speed rail could serve that.

7 So, again, we would like to encourage you to
8 stay the course. Thank you again for your support in
9 the past. And we look forward to the next phase of the
10 developmental work.

11 CHAIRMAN PETRILLO: Thank you very much for
12 your comments. I take it that the City of Oakland
13 supports high-speed rail to Oakland?

14 MS. AYERDI: Yes.

15 Thank you very much.

16 CHAIRMAN PETRILLO: And I do have to say that
17 what the City of Oakland has done to revitalize its
18 downtown the last five years or so has been quite
19 remarkable.

20 Jim Tucker, representing the San Jose Silicon
21 Valley Chamber of Commerce.

22 MR. TUCKER: Thank you, Mr. Chairman, members
23 of the board.

24 I'm part of a delegation from the San Jose
25 Silicon Valley, including Hans Larsen, from the City of
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1 San Jose; Laura Stuchinsky, from the Silicon Valley
2 Manufacturing Group; and Joanne Benjamin, from the Santa
3 Clara County VTA. And we're here to offer -- and you'll
4 hear from them in a moment -- but we're here to offer
5 our support for high-speed rail in California.

6 The chamber has been a long-time supporter of
7 this project. And it is our belief that the draft
8 EIR/EIS is an outstanding document that effectively
9 covers the impacts that will result from construction
10 and operation of this dramatic rail system.

11 We also support the document's preferred
12 alignment that will bring high-speed rail through the
13 southern gateway to serve the Bay Area. We agree with
14 the conclusions that selection of either direct route
15 from the south will offer faster travel time between LA
16 and the Bay Area, offer better frequency of service to
17 the Bay Area's key cities, have higher ridership and
18 revenue potential than the Altamont Pass, be more

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19 operationally efficient and less costly to operate and
20 not require a very, very problematic Bay Area crossing
21 to get into San Francisco.

22 And because of the points I just cited, we
23 absolutely concur with the High-Speed Rail Authority's
24 previous elimination from the Altamont route from
25 consideration.

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1 Thank you for considering our perspective.
2 We're looking forward to the final EIR/EIS and its
3 ultimate certification.

4 CHAIMAN PETRILLO: Thank you very much for
5 your comments. We appreciate that a lot.

PH-SF010

6 Mr. Hans Larsen, City of San Jose Deputy
7 Director of the Department of Transportation.

8 MR. LARSEN: My name is Hans Larsen. I'm the
9 deputy director with the City of San Jose Department of
10 Transportation. And on behalf of Mayor Ron Gonzalez,
11 San Jose City Council, and the 925,000 people who live
12 in San Jose, I'm here to express the city's strong
13 support for California high-speed train system and for a
14 system that provides direct and frequent service to
15 San Jose and the Silicon Valley area.

16 Providing maximum quality service to the
17 San Jose area is vital to the success of the high-speed
18 train system and for meeting the economic development
19 goals of the state of California. As you know, San Jose
20 is the largest city in northern California. We are
21 located within the largest county in northern California
22 with a population of 1.7 million people. Clearly, good
23 frequent service to the San Jose area will provide
24 significant ridership for the system.

25 In addition, San Jose's the capital of Silicon
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1 Valley, the world's leader in technology innovation.
2 The San Jose area is home to more than 700- -- 7,300
3 technology companies employing more than 300,000 people.
4 Silicon Valley is a key part of the California and US
5 economy.

6 San Jose and Silicon Valley companies have a
7 strong interest in transportation infrastructure that
8 gets people where they need to go as quickly and as
9 safely as possible. That's why we're interested in fast
10 and frequent high-speed train service to southern
11 California. Today at Minetta San Jose International
12 Airport there are over 200 daily flights between
13 San Jose and southern California. And most of those who
14 use our airport are business travelers. For us the
15 major benefit of the California high-speed train system
16 is to get many of these southern California trips out of
17 the planes and into the trains. This allows our airport
18 to provide more domestic and international travel which
19 will greatly support long-term economic vitality for
20 Silicon Valley and the state of California. Therefore,
21 a key purpose of the high-speed train system is to
22 optimize travel times and maximize frequencies between
23 the major populations and business centers in northern

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24 and southern California.

25 A direct alignment of both San Francisco and
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1 Oakland with San Jose and then to southern California is
2 the bread and butter of the first phase of the project.
3 This alignment will optimize travel times between the
4 two regions, and the frequency of this alignment will
5 provide the greatest system of ridership and the highest
6 fare box revenue. Accordingly, we support the
7 high-speed train alignment providing the quickest
8 feasible access from San Jose to southern California.

9 We are very concerned with the recent interest
10 expressed in reevaluating the Altamont Pass alignment
11 for service from the Central Valley to the Bay Area. We
12 strongly object to reconsidering this option for three
13 key reasons: One, it has already been evaluated and has
14 found a reduced service frequency to San Jose by
15 two-thirds and reduced frequency from San Francisco to
16 Oakland by one-third, it would result in lower overall
17 system ridership and therefore less revenue to pay for
18 operations; it would also have a significant
19 environmental impact requiring a new bridge crossing the
20 San Francisco bay.

21 Because of the drawbacks, the Authority has
22 wisely chosen to drop the Altamont Pass alignment for
23 further consideration. The Metropolitan Transportation
24 Commission which represents the entire Bay Area has
25 twice expressed its support for the southern gateway
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1 alignment recommended in the EIR. The -- most recently
2 MTC considered this last fall. Given its drawbacks, we
3 seeing nothing that convinces us that this option should
4 yet again be studied. In addition, we do not believe
5 the purpose of high-speed rail is to serve commuter
6 travel demands in the Altamont corridor. We think the
7 ACE train system is capable of meeting that demand. The
8 purpose of high-speed rail is to move people quickly
9 between northern and southern California as quickly as
10 possible. The recommended alignment in the EIR meets
11 that objective; Altamont does not.

12 In closing, the City of San Jose commends the
13 efforts and progress of California High-Speed Rail
14 Authority. And we offer our continued support in the
15 development of a system that best serves the people of
16 California and our state's economic vitality. It's been
17 ten years of study and discussion. It's time to move
18 this project forward.

19 Thank you very much.

20 CHAIRMAN PETRILLO: Thank you very much for
21 those comments.

22 Laura Stuchinsky, please, representing the
PH-SF011 23 Silicon Valley Manufacturers Association.

24 MS. STUCHINSKY: Good afternoon. My name is
25 Laura Stuchinsky. Thank you.

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1 As you mentioned, I speak on behalf of the
2 Silicon Valley manufacturing group, which is a public

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3 policy trade organization that was founded in 1978. The
4 manufacturing group represents about 190 companies in
5 Silicon Valley who collectively provide about 250,000
6 jobs, which is about one of four jobs in Silicon Valley.

7 The manufacturers strongly supports the
8 conclusion reached by the High-Speed Rail Authority
9 staff. Its draft EIR/EIS uses one of two southern
10 alignments -- Pacheco or Diablo Ranch -- as the gateway
11 into the Bay Area and to eliminate the Altamont Pass
12 from further consideration.

13 Manufacturing has long supported the concept
14 of a high-speed rail line connecting southern and
15 northern California. High-speed rail would relieve
16 highway and air traffic between the Bay Area and
17 Los Angeles. It would ease the strain on our airports
18 as well as improve Caltrain connections for the region's
19 transit systems. It would also be two to three times
20 less expensive as well as less polluting and more
21 energy-efficient in expanding highways and airports to
22 accommodate the travel demands of the swiftly growing
23 population.

24 Using either of the two southern alignments
25 would allow the rail to serve the three largest cities

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1 in the region -- San Jose, San Francisco, and Oakland --
2 while maximizing the speed, frequency, and ridership of
3 the service. We'd also enable the system to operate at
4 a surplus, which is key to future expansions.

5 We believe the Authority's decision to reject
6 the Altamont Pass alignment after thorough consideration
7 was the right one. As you know, the Altamont Pass was
8 ruled out for operational and environmental reasons. On
9 the operational side, the Altamont Pass would require a
10 three-way split to serve all three major cities, which
11 would significantly reduce the frequency of service and
12 consequent ridership. It would also likely double
13 operating costs, causing the system to operate at a
14 loss. These are reasons enough to eliminate Altamont
15 from consideration, but additionally it would -- there

16 are major environmental problems with the route that
17 will prevent trains from reaching San Francisco.
18 Altamont Pass would also require major housing
19 disruption at both ends of the bridge to straighten the
20 rail approaches.

21 Even if the environmental problems could be
22 overcome, and that is highly unlikely, studying the
23 Altamont Pass further will not make the route more
24 operationally viable. We urge you to accept staff's
25 conclusions regarding the gateways into the Bay Area,

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1 and we thank you for your leadership on this very
2 important project.

3 Thank you.

4 CHAIRMAN PETRILLO: Thank you very much.

5 The next speaker probably needs no

6 introduction, given the fact that his name and image are

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PH-SF011-2

PH-SF012

7 probably the only political person in California whose
8 name and image is better known than the current
9 governor. Former Mayor Willie Brown.
10 FORMER MAYOR BROWN: Mr. Chairman, and members
11 of this body. It was not too many years ago that I had
12 the great pleasure of appointing people to the
13 High-Speed Rail Commission. The task has always been,
14 however. We put together a program and a series of
15 actions that will result in the economy of California
16 benefitting from quick movement, safe movement,
17 convenient movement of people and goods in between all
18 the various locals throughout the state of California.
19 There were many persons who preceded me in elected
20 office and probably many that will succeed me in elected
21 office that had great visions. But apparently there
22 wasn't anybody with a real vision of addressing the
23 transportation needs now and into the foreseeable future
24 for the state of California starting so long ago.

25 Yes, we did water, we did education, we did a
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1 help delivery system. We did a reasonable job as it
2 relates to parks, land use, and planning. But for
3 whatever reason, transportation was always at the end of
4 the pattern and at the end of the process. You now are
5 in a position to put together a program for high-speed
6 rail throughout the state of California. What you do in
7 your initial efforts will obviously speak volumes toward
8 a long-range and a long-term program that may take 20,
9 30, 40 years. But it will ultimately be the lifeblood
10 of how this state will prosper, how this state will move
11 its people, and the quality of life that its people will
12 endure.

13 And it's important, as you do your
14 deliberations, that you ensure that the high-speed rail
15 begins and ends in the urban centers where people live,
16 where people work, where people invest, and where people
17 enjoy life. San Francisco is an ideal location for
18 that.

19 As mayor of this city, over the eight years
20 that I served in the capacity as mayor, each one of
21 those years in one fashion or another some attention was
22 given to high-speed rail; where it should go and what
23 should be, et cetera. And of course we engaged in a
24 magnificent effort with Caltrans and the other state
25 organizations that had so much to do with the Transbay

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1 terminal. Finally succeeded on a regional basis in
2 getting control of that valuable piece of land, of that
3 valuable facility. That should be the place and the
4 location where the high-speed rail -- when it comes or
5 when it leaves, that should be the location. The
6 opportunity for every form of a transportation for the
7 entire region to ultimately locate itself in one fashion
8 or another for the business of moving passengers, that
9 facility represents the best golden opportunity. I
10 suspect that there are other locations throughout the
11 state that are similar, or at least there are local

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12 persons who are advocating or on their behalf will be
13 making their case. But just a visual inspection of our
14 city and of this region would lead you to believe and
15 conclude that there's clearly only one location. And
16 the amount of effort that the federals and the state and
17 the locals have already made to ensure that opportunity
18 I think helps promote that which you are sworn to do and
19 the deliberations which you must engage in. And I'm
20 delighted that you're holding hearings in San Francisco.

21 I hope and pray that your work will be
22 successful sooner than later. And I must tell you as an
23 aside, I do intend from a private sector side to pursue
24 involvement heavily in trying to produce what I believe
25 to be one of this century's most important public policy

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1 and public projects. I look forward to working with you
2 and with anyone else so dedicated and so engaged. In
3 spite of the fact that I'm a pure, unadulterated
4 civilian, I enjoy civilian life with zero
5 responsibility, except for those who pay. I do look
6 forward to seeing you succeed and in seeing the state of
7 California succeed as you get on a train in downtown
8 San Francisco and place yourself in Los Angeles two and
9 a half or three hours later very comfortable, having
10 read whatever documents you wish to read, whatever --
11 whatever you wish to view, and whom you wish to
12 communicate with by whatever means. If nothing else, to
13 enjoy a car that provides you every form of access and
14 every form of video and every fashion; enjoin a great,
15 great opportunity to traverse the entire state of
16 California and all by rail.

17 I look forward to the end-product of your
18 work. Thank you for allowing me to appear.

19 CHAIMAN PETRILLO: Thank you very much for
20 your generous comments and your offer to assist us. And
21 we appreciate that greatly.

22 FORMER MAYOR BROWN: Thank you.

23 CHAIRMAN PETRILLO: And we have a -- I'm quite
24 honored. Here we have a prior mayor of San Francisco,
25 followed by the current mayor of San Francisco, Mayor

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1 Gavin Newsom.

2 MAYOR NEWSOM: Yes. Am I late?

3 CHAIRMAN PETRILLO: No.

4 MAYOR NEWSOM: Thank you very much. Thank you
5 Mayor Brown for your comments.

6 Let me reiterate -- if I could, Authority
7 members and Mr. President, reiterate exactly the mayor's
8 point: That the Transbay terminal will be up and
9 running. The Transbay terminal is the appropriate end
10 and beginning for the high-speed rail project. I want
11 to put my 2 cents in and state, I think, the obvious:
12 That we're falling behind in high-speed rail
13 competitively, prospectively to the rest of the world.
14 There's no reason we should be here talking about what
15 we should have been doing over the course of the last
16 ten years, and that is getting into this next phase;

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17 moving beyond the EIR/EIS project and beginning the
18 construction that will create, I think, a world-class
19 system that will truly define the future of this great
20 state.

21 We know the demographics. We know the growth
22 patterns. We know that this state was -- what the
23 state's going to look like in more than 20 years. We
24 know that we'll double our population. We know that we
25 have few alternatives. We want to expand airport

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1 runways. And what we know in San Francisco they know in
2 southern California, they know in the East Bay: How
3 challenging that is, how the environmental concerns are
4 legitimate, and how we need to balance that. We
5 understand we can't keep widening freeways. We
6 understand we can't be developing new freeways. Some
7 3,000 new freeways -- miles of freeways would have to
8 otherwise be constructed if we don't move forward with
9 this project.

10 The opportunity to electrify a system in the
11 context of environmental consideration is appropriate.
12 The opportunity to advance opportunities for people in a
13 timely manner to get north to south is appropriate. The
14 opportunity that this provides a concentrated growth in
15 the Central Valley, that's appropriate. The opportunity
16 this system is going to provide to create some \$450,000,
17 that's extraordinary -- 450,000 jobs. That's
18 extraordinary.

19 This is a great opportunity for the state of
20 California. It's clearly a great opportunity for
21 northern California so we can connect the dots between
22 southern and northern and parts in between.

23 I'm a strong proponent of your efforts. I'm a
24 strong proponent of getting this project moving. I'm a
25 strong proponent in the capacity of mayor. I'm trying

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1 to reduce or, rather, to eliminate any of the barriers
2 to construction so we indeed can make your effort and
3 your vision and our collective vision here in the state
4 of California with so many community representatives
5 here today a reality.

6 So, again, my 2 cents is move this project
7 forward. Keep up the good work that you guys have been
8 engaged in, but let's do our best to get this process
9 moving. I thank you very much for your time.

10 CHAIMAN PETRILLO: Thank you very much, Mayor
11 Newsom. We appreciate your support, and the board. And
12 we thank you for taking your time out from your busy
13 schedule to speak to us today. Thank you very much.

14 Our next speaker is Joanne Benjamin,
15 Santa Clara Valley Transportation Authority.

PH-SF014 16 MS. BENJAMIN: Good afternoon, Mr. Chair,
17 members of the board. And thank you for the ability to
18 be able to comment.

19 And I agree with the last two mayors of
20 San Francisco that it is time to get this project
21 moving. And we thank you for the work that you've done

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22 so far, and we encourage you to keep on. And we
23 realize, just as Mayor Newsom said, you can't keep
24 expanding freeways, you can't keep expanding airports.
25 We need to get high-speed rail, and we need to start

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1 really moving forward. So thank you.

2 My name is Joanne Benjamin. I'm the
3 transportation policy and program manager for VTA, which
4 is Santa Clara Valley Transportation Authority.

5 VTA is an independent public agency
6 responsible for bus and light rail operations, ADA
7 paratransit service, congestion management, specific
8 highway improvement projects, and countywide
9 transportation planning. VTA is also a partner with
10 Caltrain Peninsula Corridor Rail, the Altamont Commuter
11 Express rail service, the Capitol Corridor intercity
12 rail service, and intercounty bus services and shuttle
13 services.

14 VTA supports the California high-speed train
15 system and the High-Speed Rail Authority's conclusion to
16 use one of the two southern alignments into the Bay Area
17 and eliminate the Altamont Pass from further
18 consideration. VTA provides service to the 15 cities in
19 our county and the county of Santa Clara. We have a
20 population of over 1.7 million residents. That is equal
21 to 25 percent of the total population in the nine Bay
22 Area counties.

23 Construction of high-speed rail system will
24 relieve highway and air traffic between the Bay Area and
25 Los Angeles, which is one of the busiest air traffic

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1 corridors in the nation. VTA strongly supports a
2 southern alignment into the Bay Area because it will
3 offer more direct and faster travel time between LA and
4 the three largest urban centers in the region:
5 San Jose, San Francisco, and Oakland. It will offer
6 better frequency of service to all of the Bay Area
7 residents with higher ridership than the Altamont Pass
8 alignment. It will have a higher revenue potential than
9 the Altamont Pass alignment. It will be easier to
10 build, less costly to operate. And it will provide more
11 efficient and direct main line service to San Jose, the
12 largest city in the Bay Area, and the third largest city
13 in California and to the high-technology businesses in
14 Silicon Valley area, a primary economic engine for the
15 US economy and, of course, California. And it will
16 facilitate superior access to the high-speed rail system
17 for the growing counties of Monterey, Santa Cruz, and
18 San Benito.

19 We know there's a lot of pressure upon you to
20 look again at the Altamont Pass alignment, but we
21 support that you will continue to stay the course and
22 continue to look only at the southern alignment for the
23 reasons stated.

24 MTC -- Metropolitan Transportation
25 Commission -- has already looked at this twice. Last

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1 fall it again looked at it, and it has stayed the
2 course. And we know there's a lot of pressure, but for
3 the reasons stated, we believe that you should continue
4 to go with the EIR as it is.

5 In closing, VTA supports the efforts and
6 progress of the California High-Speed Rail Authority,
7 and now it is time to move this project forward.

8 Thank you very much.

9 CHAIRMAN PETRILLO: Thank you very much. Thank
10 you for your comments.

11 The next speaker is Sean Morgan, United
12 Transit Workers.

13 MR. MORGAN: Good afternoon. Before I start,
14 I'd like to say that I've been asked to speak here also
15 on behalf of Ed Adams, of the United Transportation
16 Workers, Local 1721.

17 My name is Sean Morgan. I am the legislative
18 representative for the Brotherhood of Automotive
19 Engineers and Trainmen. Ed and I represent the
20 conductors and engineers that work on Caltrain here
21 locally.

22 I'd like to think -- thank you all for the
23 opportunity here to speak today. And I'd like to voice
24 our support for high-speed rail. High-speed rail is an
25 integral part of California's future. It would be more

1 cost-effective than expanding the highways and airports
2 that would serve similar travel demands.

3 This project will generate new jobs for
4 California while reducing our dependence on foreign oil.
5 Ed and I would urge anyone interested in the future of
6 California to support high-speed rail. And we both feel
7 that this project has languished for too long. We look
8 forward to supporting this project when it appears on
9 the ballot. Thank you very much.

10 CHAIRMAN PETRILLO: Thank you.

11 The next speaker is Doug Kimsey, representing
12 the MTC.

13 MR. KIMSEY: Good afternoon. Doug Kimsey,
14 planning manager, with the Metropolitan Transportation
15 Commission, the nine-county Bay Area regional
16 transportation agency.

17 We thank you for the opportunity to comment on
18 the draft EIR/EIS for California's high-speed train
19 system. MTC's been working with high-speed rail staff
20 for several years now and has hosted staff presentations
21 on several occasions. The Commission's interest in
22 high-speed rail has mostly focused on alignments and
23 stations serving the Bay Area. In light of this
24 interest, we offer the following general comments, to be
25 followed by more detailed comments later.

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1 In June of 1999, MTC adopted resolution 3198
2 which recommends a southerly high-speed rail alignment
3 to the Bay Area. MTC reaffirmed its support for this
4 alignment at a subsequent meeting at its Planning and
5 Operations Committee in May of 2003. The Commission

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6 believes that the southerly alignment best serves the
7 three major Bay Area cities of San Francisco, Oakland,
8 and San Jose.

9 As you know, the Bay Area voters recently
10 approved Regional Measure 2. The measure will increase
11 tolls by a dollar on the seven state-owned toll bridges
12 in the Bay-Area. The state-owned toll bridges will fund
13 a number of transportation projects in the region as
14 well.

15 The Regional Measure 2 also requires that MTC
16 adopt a Bay Area regional rail plan by July 1, 2006.
17 The plan is supposed to recommend connectivity
18 improvements for existing rail services and recommend
19 expansion of new services. The plan may also include
20 evaluation of how regional rail systems would integrate
21 with high-speed rail system.

22 Regional Measure 2 specifies that the plan be
23 governed by a steering committee consisting of a number
24 of partner agencies, including the California High-Speed
25 Rail Authority. We think this will be an important

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1 study for both the region and the state and look forward
2 to collaborating with the Authority.

3 In closing, we understand that the program
4 EIR/EIS evaluates potential environmental impacts of
5 conceptual and planning level. As the High-Speed Rail
6 Authority secures funding toward project implementation,
7 project-specific analyses will be conducted on the
8 high-speed rail savings and station location. MTC staff
9 supports this approach to high-speed rail development
10 and is prepared to help the Authority develop a final
11 alignment of stations that will offer the greatest
12 convenience to Bay Area residents.

13 That concludes my remarks today. Thank you.

14 CHAIMAN PETRILLO: Thank you very much.

15 The next speaker is Roy Nakadawa, Court
PH-SF017 16 Reporters Directors District 3.

17 MR. NAKADAWA: Good afternoon. I guess many
18 of you know me. I've been on the AC Transit board as
19 well as the BART board. I'm serving my 32nd year. My
20 name is Roy Nakadawa. I've traveled extensively. I've
21 ridden many high-speed rail. I'm quite familiar with
22 various systems. I've ridden the X2000, the KTLV, the
23 Chunnel, the one that -- the Natalco in Spain, as well
24 as many times in Japan.

25 And I'm a retired traffic engineer. As a

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1 traffic engineer and a transit director, I'm convinced
2 that the highest transit use is when the paralleling
3 highway is congested. And the road that leads over
4 Altamont Pass is very congested, and it's getting even
5 more congested today. That's the reason why the ACE
6 train is really running at fairly -- almost capacity
7 with the limited runs that it's making.

8 Now, I understand they're going to have about
9 60 trips a day, but my big question is whether the 60
10 trips constitute more or less the long trips, or are

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11 they intermediate trips, like I've been to Japan where
12 the Shinkansen operates seven to eight minutes during
13 peak periods, and over half those are more intermediate
14 trips.

15 Now, in terms of intermediate trips, Central
16 Valley, being so congested coming in and out of -- to
17 the Bay region, using Altamont I'm sure you get quite a
18 number of riders. And so I sort of wonder what kind of
19 study you actually made when you came up with a
20 recommendation going through some of our endangered
21 areas as well as areas that I don't think has the real
22 ridership from the Central Valley.

23 With the Altamont, we can really get a good
24 interface with our present BART system at Union Station
25 or some intermediate between Union Station and Fremont.
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1 And as it crosses the bay, you can easily make a
2 connection to Caltrain. Now, the trip between -- that
3 connection with Caltrain to San Jose, you can run a
4 timed transfer easily and provide fairly decent service
5 to San Jose. Sure, it might take a few more minutes
6 longer, but, in turn, I think from an overall ridership
7 standpoint I think this is more ideal.

8 So I thank you very much.

9 CHAIRMAN PETRILLO: Thank you very much for
10 your comments. We look forward to your comments.

11 The Environmental Impact Board also refers to
12 studies on that subject, and we would appreciate any
13 comments -- written or otherwise -- on those particular
14 reports.

15 The next speaker is Mr. Tom Radulovich, BART
16 board director.

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17 MR. RADULOVICH: Good afternoon, Chairman
18 Petrillo, members of the Authority board of directors.
19 I'd like to welcome you to San Francisco again on behalf
20 of BART. It's great to see you here.

21 BART -- in addition to running the service
22 that we do run, the BART system, we're also manager of
23 the Capitol Corridor service. And I'd like to recognize
24 Gene Skorkowski, who is the manager of the Capitol
25 Corridor service and who's done an outstanding job.

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1 Don't hire him away from us.

2 Let's see. I was also the author of the 2001
3 resolution on high-speed rail that was passed
4 unanimously by my colleagues on the BART board, even
5 though I was the author. And that resolution urged the
6 intraoperability with intercity and commute services on
7 graded, separated, and electrified ways into the Bay
8 Area. So we're very happy that you have decided on
9 technologies that are interoperable and that the
10 commuter and intercity routes that share those corridors
11 will benefit from the investments that are made in
12 high-speed rail.

13 We urge transit-oriented land use and
14 bicycle/pedestrian local transit access to the stations.
15 That it really be -- this system not be built as the way

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16 BART is, with a park-and-ride system, but that we view
17 this as a way to reinforce the region and the state's
18 existing town centers to really encourage and channel
19 growth back into those centers and revitalize them. So
20 thank you again for the attention in the EIR/EIS and
21 rejecting many of the alternatives that I'm sure people
22 will be lobbying for on the edges of towns.

23 Please, in your decision-making, do respect
24 this desire to create compact and livable cities here in
25 the state of California. As a native Californian here,

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1 I've seen too much of this precious landscape get eaten
2 up by this urban sprawl.

3 We also urge direct and convenient connections
4 between high-speed rail and the BART system where we
5 serve the same city. And I'm glad to see that certainly
6 opportunities and very good connections have been
7 planned for downtown San Francisco, downtown Oakland,
8 the SFO station, the Coliseum, Oakland Airport station,
9 and somewhere in Fremont or Union City. So that's --
10 again, that interoperability and convenient connections
11 is something that's very important to BART.

12 We urge timely completion of the EIR/EIS and
13 are glad to see that we're finally closing in on the day
14 that this process will be done and will be hopefully
15 able to move on to the implementation of this.

16 We, lastly, urge state officials to not only
17 support a completion of the EIR/EIS but to move forward
18 in a timely way to implement this plan. And we will
19 continue to urge the state officials to keep moving
20 forward with this plan.

21 And I'll make copies of this resolution
22 available to your staff for circulation. I believe that
23 the current EIR/EIS is attentive to all of the goals
24 that were set out for your resolution. So
25 congratulations for bringing us so far as you have.

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1 In addition to welcoming you to San Francisco
2 and to urging you to stay the course, I wanted to extend
3 an invitation to you. BART and Caltrain are going to be
4 joint sponsors of a regional rail study which is funded
5 by Regional Measure 2. And we would actually love to
6 see the Authority participate in that study.

7 One of the lessons -- and there are many, many
8 lessons of the San Francisco Airport extension -- is the
9 importance of integrating these big capital projects
10 into these local networks, creating a seamless
11 connection and looking at how all of these transit
12 services mesh together. It's something that we failed
13 to do on some of our large capital projects.

14 The EIR and the EIS in your mandate from the
15 state is to select a single route for this high-speed
16 train. And considering that most of the trips will be
17 from Bay Area locations to Los Angeles, you've selected
18 a route which I believe is the right route. But the
19 purpose of this study is sort of to take us a step
20 further and look at how these high-speed routes will

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21 link to the existing systems in the Bay Area, also to
22 evaluate and develop alternatives for other routes.

23 Too often in debates about Bay Area
24 transportation we begin to get into this sort of
25 all-or-nothing, it's-this-thing-or-it's-that-thing

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1 category. And I think in terms of corridors into and
2 out of the Bay Area, we need to think of a plan.

3 Choosing a southern alignment doesn't mean
4 that Altamont isn't still an important route for
5 intercity and for commuter rail routes. So I think --
6 also the Capitol Corridor route, in terms of a route
7 between the Bay Area and Sacramento. I think the
8 capital is certainly something that we want to continue
9 to invest in.

10 So beginning to contextualize what you're
11 doing -- this high-speed rail system -- into a strategy
12 for both the Bay Area and a statewide rail system that
13 looks at commuters and looks at the regular city routes
14 that Amtrak has run as well as your high-speed route I
15 think is essential. And I think this study will allow
16 at least the Bay Area to resolve some of the conflicts
17 and some of the work that bedevils us and continues to
18 bedevil us on not only this but on a great many issues.

19 So I hope you'll take us up on the invitation
20 to be part of the study, and thank you for all the work
21 you've done today. And you have our support in moving
22 forward with this very, very important project.

23 Thank you so much.

24 CHAIRMAN PETRILLO: Thank you for that
25 invitation.

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1 Jane Morrison, chair of the San Francisco
2 Democratic Party.

3 MS. MORRISON: The San Francisco Democratic
4 Party is a very strong supporter of high-speed rail. We
5 passed a resolution last night urging that the EIR
6 reports be approved as soon as possible by the planning
7 commission and the other agencies involved. In 1999 the
8 San Francisco voters passed a resolution and passed a
9 measure saying that Caltrain should be extended to the
10 Transbay terminal, and that high-speed rail should have
11 access to the Transbay terminal. And I think it's time
12 that we get it done. There's been a lot of talk about
13 it, and we've urged the mayor and board of supervisors
14 to do everything they can to expedite it. And, in fact,
15 the mayor was here to see that that's what we're going
16 to do. And we're eager to see it happen.

17 We also thank Nancy Pelosi for getting us some
18 preliminary funds for the Transbay terminal. And Maria
19 Ayerdi for all the work that she's doing. And Mayor
20 Brown has been working on that. And we really
21 appreciate all of you for the time and effort you've put
22 into it to get it done. I'm hoping it will be done
23 soon. I'll be 84 years old on Saturday, and I want to
24 be able to take the inaugural ride. So I hope you will
25 keep that timeframe in mind when you get it done.

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1 Thank you very much.
2 CHAIMAN PETRILLO: Thank you very much.
3 The next speaker is John Wilkinson.
4 MR. WILKINSON: Yes. I'm John Wilkinson. I'm
5 a member of the Sierra Club. I'm excited to be here.
6 There's so much pressure to reconsider Altamont. It
7 seems to be running ten to one against such a
8 reconsideration at this meeting.

9 I have read all of the sections of the draft
10 EIR that relate to the alignment to cross the Diablo
11 range. And as not being an expert on rail systems, I
12 don't find the arguments against Altamont totally
13 convincing. And I don't see why the considerations
14 should be withdrawn from the public review process. I'm
15 not necessarily a supporter of the route, but I don't
16 think that it is -- that the case against it is made in
17 the report.

18 I'm really just a humble person that loves the
19 wild places, and I don't -- people talk about the
20 southern route or two southern routes. Two of the --
21 there are four routes that are currently in the EIR.
22 And two of them are run through the Orestimba
23 wilderness, which is a designated California wilderness
24 area. I visited the Roberts Creek area a month ago.
25 This is an area of incredible beauty which I don't want

0050

1 to see devastated.
2 The northern Diablo direct route, although it
3 doesn't run through park land currently, it might very
4 soon.
5 There seems to be no consideration that I can
6 see in the report that it's a bad thing to run rails
7 through undeveloped areas or that it's a good thing to
8 keep wild places wild. The Sierra Club is pretty much
9 likely to support high-speed rail. It certainly
10 supports the concept. We think it's very important and
11 important enough that it not be done in a way that
12 devastate areas that are very important -- of importance
13 to wildlife and to lovers of the wilderness.

14 Thank you.
15 CHAIMAN PETRILLO: Thank you very much for
16 your comments. And we appreciate that and encourage you
17 on those issues. Because we did -- we do have some
18 information on our rationale from it. And because of
19 this discussion about it, we encourage you to give us
20 your written comments on that.

PH-SF021

21 Mr. Jesse Ratcliff.
22 MR. RATCLIFF: Hi. my name is Jesse Ratcliff,
23 and I'm a student at the University of California Boalt
24 Hall School of Law. And I'd like to thank you for the
25 opportunity to comment.

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1 My comments concern the range of alternatives
2 addressed by the draft EIR and EIS. Specifically, I
3 would like to propose a few alternatives to the
4 high-speed rail project not considered as part of the

PH-SF019-3
cont

PH-SF020-I

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